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REUTER'S TELEGRAMS.

PERPETUATING AMERICA'S INTERVENTION.

A MONUMENT TO THE U.S. IN FRANCE.

Paris, September 6.
President Poincaré left Paris on Friday for Pointe-de-Grave, 55 miles north-west of Bordeaux.
He laid on Saturday, the foundation stone of a monument to the United States for her intervention in the war. It was a most solemn ceremony. The Presidents of the Senate and the Chamber of Deputies, several Ministers, the American Ambassador and numerous members of the American colony of Paris were present.—Havas.

FRENCH POLITICS.

ELECTORAL DIVISIONS OF FRANCE.

Paris, September 6.
Friday morning's debate in the Chamber of Deputies was on the Bill for dividing the more populous Departments of France into electoral sections or constituencies. An amendment by M. Abille Lemire, providing that no Department should be divided, was adopted by 286 votes to 157. This vote, however, does not dispose of the electoral law. The debate was adjourned.—Havas.

THE STRIKES IN MARSEILLES.

A BETTER FEELING OF UNDERSTANDING.

Paris, September 6.
A more conciliatory attitude is noticeable in the dockers' strike at Marseilles. The employers and strikers have consented to meet again on equal grounds in endeavouring to settle the dispute.—Havas.

GERMANY'S RESTITUTIONS TO ALLIES.

FRANCE'S PRIORITY AFTER TWO YEARS.

Paris, September 6.
The Minister of Finance in the Chamber of Deputies said that France had obtained priority for restitutions in kind after 1921. Germany would have to pay France 209 milliards.—Havas.

THE SILVER MARKET.

London, September 8.
Silver is quoted at 61d. ready and 58 3/4d. forward. The market is steady.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

GERMANS IN SINGAPORE.

Singapore, September 9.
Three Germans have found their way into Singapore off the French steamer Nera, having escaped from Russia. They embarked at Shanghai. They are to be deported and are sailing on the s.s. Andre Lebon.

SINGAPORE BACK TO NORMAL.

Singapore, September 9.
Martial law terminates in the Colony to-night.

UNCENSORED NEWS.

AMERICAN SERVICE FOR THE FAR EAST.

San Francisco, July 29.—Believing that one of the principal factors in promoting foreign commerce in the Far East would be the dissemination of American news unfiltered or censored by passing through the channels of competing countries, several months ago the San Francisco Chamber of Commerce, through its Foreign Trade Department, urged both the State Department and the Navy Department of the United States Government to utilise the Navy Radio service to send out such American news as would be of interest to the various countries of the Far East and in order to secure its wide distribution, urged that no charge be made for such service. The American Chamber of Commerce in Shanghai also had taken this matter strongly endorsing the importance of such uncensored news. The Chamber is gratified

of the Navy Department that such arrangements have been made and, at the request of the State Department, it has agreed to handle this news free of charge in so far as the Radio service is concerned. This news will be handled by Radio to the Orient through Honolulu, Cavite (Manila) and Vladivostok for further relay by Vladivostok to Peking and Shanghai, and the State Department is now making arrangements with the different countries in the Orient for the exchange of news. Mr. Clausen, a former representative of the Committee on Public Information, has been delegated to get and circulate this news.

Great credit is due to the State Department, the Navy Department and Mr. Clausen for the establishment of this service which will have a most valuable effect of placing American conditions and policy before the countries of the Orient without mutilation or foreign bias. The Chamber wishes to extend its hearty appreciation to the Hon. Julius Kahn, the State and Navy Departments, and the American Chamber of Commerce of Shanghai.

HONGKONG MEN ON ACTIVE SERVICE.

SOME AMUSING EXPERIENCES.

Some interesting and amusing details have been supplied us of the experiences of several of the men who left Hongkong under the General Military Service Ordinance, by one who has just returned. Told in his own words our informant takes up his tale from the time of leaving Kirkee. He said:—

"I will not say much about our life at Kirkee, since I believe the papers here have already been given an account of our stay there. We were all glad to leave Kirkee. It was no place for a soldier unless he happened to have a 'pip' up. (Commission). At about the time we left, the Canteen there was 'dry'. At the end of November we left Kirkee for Salonica and we arrived there on Xmas Day. It was very cold and we changed our Hongkong khaki for warmer clothing. The day after arrival we had to march five-and-a-half miles to a place called Summer Hill Camp, having to carry our own packs, including a blanket. One worthy of the legal fraternity, perished somewhat. We stayed at Summer Hill Camp until January 11, when ten of us received orders to shift, the remainder being left behind. The 'shift' entailed a journey of 70 kilometres in a motor lorry. The roads may be likened to the Taipo Road with knobs on it, and worse. It was very cold and a hard job to keep our tents warm at night. One of the 'seven' happened to strike some charcoal which made things more like Hongkong in the winter time. Our destination was Varna and the trip took eight days.

"On arrival at Varna we were only allowed a few hours to look round and to buy cigarettes. We were then sent on to Rouchouk and from there to a rest camp which had already been christened the 'Bug Hole'. We had to sleep in the open with four blankets between two to keep out the cold. The camp got very full owing to the 'Blue Danube' being frozen over and holding up a party which had come 150 miles down the river from Silistria. We were frozen in for seven days and only lived for our lot of rum, which was distributed every evening at 8.15. One day one of the seven, who later distinguished himself as an organiser of concerts, went out to see a man about a dog and got frozen to the kennel, and it took the rest of the crowd to thaw him out with the aid of an extra allowance of rum. After seven days, we were able to proceed up the river to Silistria, the temperature during this journey being about 30 below zero.

"On arrival at Silistria, a Sergeant Major marched us to some Bulgarian barracks. There were two feet of frozen snow on the ground here, and we were finally turned into a room with a sand floor and allowed to rest for an hour. We were then again called out and the Sergeant Major said 'shun!' 'Are you soldiers or what the blue Alsatian Mountains, are you?' We were taken up for a route march and finally slept that night on mats, about 150 in the same room. The next day we were paraded in front of the O.C., who asked us each in turn where we came from. He evidently thought our civil occupations were those of dustmen and such like, judging by his surprise as each informed him of his mode of life in Hongkong and something like the following conversation took place:—

O.C. (to Hongkongite No. 1): What are you?—I am a solicitor.
—Your mean a solicitor's clerk?
—No, I am a qualified solicitor. I am registered in England, and in Hongkong.

At that the O.C. blinked a little.

O.C. (to H.K. No. 2): What are you?—A commercial traveller.
More blinks.

LOCAL SKIPPERS FALL OUT.

A little "discussion" in connection with the China Coast Officers' Guild, held to have taken place on Jardine's corner, yesterday afternoon. It appears that a certain local shipmaster accepted a wage from a Chinese firm less than the figure stipulated by the Guild. Another local skipper met the former and proceeded to express his opinion on the matter in very forcible terms. The argument waxed fast and furious to the amusement of a crowd of Chinese onlookers, until a policeman came up and dispersed the gathering.

The O.C. hereupon took off his pince-nez and wiped his brow.

O.C. (To H.K. No. 4):—What are you?—A printing manager.
The O.C. began to shift uneasily on his chair.

O.C. (To H.K. No. 5) What are you?—A sugar boiler.

That was sufficient; he did not ask any more questions, but said he hoped that such an aggregation of intellect would have a beneficial effect in the battalion. "Shortly after this, the seven had exerted the power of their superior intellect with a most beneficial effect—to themselves. The journalist thought it was too cold to be a private, so he became a sergeant and, in doing so, also an educationalist. The solicitor, commercial traveller and others became clerks with Staff billets. One became an expert shoeing-smith after only one month's training, and, last but not least, one became a waiter to a General and was accounted the most efficient man in the crowd.

"Later on some of us were told that we might be allowed to make a skating rink for the O.C. but it eventually was found necessary to inform him that it was impossible to make water run up a hill which it would have been necessary to do to complete the job. Even the elite of Hongkong's intellect were unable to accomplish such miracles. Lots were cast as to who should carry the glad news to the O.C. and the winner was awarded 7 days' C.B. but he finally got off. The skating rink was abandoned.

"The next outstanding order given by the Sergeant Major was 'Chat Inspection' which consisted of a sort of glorified 'Madras Hunt'. (Those who do not know the meaning of this must go to Madras to find out.) The M.O. would make a search and any 'catches' would result in C.B. or rum stopped. Later on some of the recruits from Hongkong had to fire with the Battalion. They scored 88 hits and the rest of the Battalion 15. So you see, Major Morgan did some good, after all.

"On April 1 the order came through inviting Hongkong men to return to their homes, so we sailed down the Blue Danube again to Rouchouk and from thence took train to Salonica. Here we were sent to a concentration camp for demobilised troops. The next day we were asked 'whether we desired to go to England or Home'. Four asked to go to England, the remainder 'Home'. The four were immediately sent off like the ordinary troops from England; the remainder were told that they would get a boat to Alexandria inside a week and could proceed thence to Hongkong. We waited five weeks and three days and were finally sent to Taranto, in Italy. From there to get a steamer to Egypt. When we arrived at Taranto we were informed that the camp had been closed for three months and that we should have to go to England. We finally proceeded to Boulogne via the Simplon Tunnel, experiencing a delightful trip so far as scenery was concerned. On arrival at Boulogne we had to wait about thirteen days during which time there was another 'Chat Inspection'. On reaching Dover we were treated right royally and sent to our destination. When we arrived in Hongkong we were met by the

THE SUGAR POSITION.

JAPANESE TACTICS.

NO PROSPECT OF CHEAPER PRICES.

(“Hongkong Telegraph” Special.)

The chances of Hongkong seeing lower sugar prices appear to be very remote. Japanese merchants have recently tried to force prices down. They probably have their own reasons for doing so. Apparently they want to pull prices down so that they may be able to buy. The Chinese in Java have formed a combination to counteract this. The latest prices in Java are 33 guilders a picul for white sugar and 29 guilders for brown, f.o.b. Java.

The Formosan crop has been damaged—about 20 per cent. of it—by the typhoon and it is already a small crop, compared with the previous year.

Prices in India have dropped considerably of late as a result of the weakness in Java, but the demand has since improved and quotations are 51s. 6d. for 1 cwt. c.i.f. Calcutta for whites and 48s. for brown.

The sterling rate of exchange in Java has dropped, which makes business very difficult. The market in Hongkong is very quiet and practically no transactions are taking place. The nominal quotations are—Kong white \$17, soft white \$17, brown \$15 and molasses sugar \$12. On the 8th of last month, the quotations were—\$18.50 for whites and \$16 for molasses sugar. The stocks here are small and the market is not likely to go down. Well-informed opinion in Java is sanguine that prices have reached their lowest.

There is a big world demand for sugar. The world's crops of sugar are, according to a recent estimate, 16,343,292 tons against 17,332,955 tons in 1917-1918, or a shortage of 989,663 tons. This shortage is made up as follows:—Cane sugar 347,479 tons, and beet sugar 632,184 tons. The new Java crop does not come off until next May. Of the Java new (1920) crop the Japanese are reported to have purchased 4 million piculs, or about 20 per cent. of the crop, at 32 guilders first cost for whites and soft whites, 31 guilders brown and 30 1/2 guilders muscovadoes, which is a certain grade of sugar. At the beginning of July prices were 45 guilders for whites and 48 guilders for brown, f.o.b. They have dropped 25 per cent. since then, and in all probability this decline will be covered by next month.

LOCAL BOXING.

NEAL'S REPLY TO KID DANDING.

Teddy Neal writes us as follows:—

With reference to the letter which recently appeared in the Telegraph, from A. C. Garcia, I would like to inform that gentleman that I did not come to Hongkong to fight Kid Danding of Manila, Battling, Knock-Out, One Round, or anyone else in that line of business. I came here to serve my King and Country, which I have tried to do to the best of my ability, and I trust Kid Danding has been doing the same. I have not the pleasure of his acquaintance, but believe me, Mr. Garcia, I will box your Kid Danding at any time and place for the love of the sport. I am not a millionaire nor a philanthropist, so naturally there must be a purse and also a side bet. And don't forget the winner takes all. Cut out that nonsense of bringing to light that short but brilliant record, for you are doing me a bad turn, and we shall not be able to get that miserable two or three hundred dollar purse, for don't you see that the public have to pay for it, and so far as they are concerned, you are a nonentity.

I do not claim to be the best man in the Colony at my weight, but you may be a Benny Leonard, or Kilbaine in disguise, or even, the master of all, "Jimmy Wilde." However, if we come to terms, Mr. Garcia, perhaps you will cancel that trip to America. So don't be so shy about that record.

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TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand to-day was 4/11-1/12.

THE WEATHER.

Forecast.—Fair. Barometer—29.77. Temperature 3 p.m.—85. Humidity 2 p.m.—77.

SHIPPING ITEMS.

The Suisang came in yesterday morning from Saigon with 2,900 of rice, consigned to Messrs. Woo Fat Sing.

The Kwong Sang, from Swatow, had 1,600 tons of general cargo.

Three thousand tons of sugar were delivered here yesterday afternoon by the Chan Sang from Java. Her agents are Messrs. Jardine, Matheson and Co.

The Burrumbest, a British vessel, consigned to this port, 2,400 tons of coal yesterday from Chingwantou.

From Freemantle, the Amherst brought 296 tons of sandalwood for Hongkong. She is anchored at West Point.

A thousand tons of rice were consigned to this port by the Portuguese steamer Sunkat, from Macao.

The s.s. Batavia from Singapore had on board 2,400 casks of kerosene oil for the Asiatic Petroleum Company.

The Koyo Maru delivered here yesterday, 1,450 tons of general cargo. She belongs to the O.S. K. fleet.

The Taku Maru carried for Hongkong 450 tons of coal.

A large cargo of safety matches, cotton goods etc., comprising 1,830 tons was delivered here by the Banri Maru yesterday. She had 179 bags of mail on board.

RETURN OF GERMANS.

A SINGAPORE OFFICIAL'S VIEW.

At a recent meeting of the Singapore Legislative Council, the Acting Attorney General, in moving the first reading of the Former Enemy Aliens Admission Bill, said the measure was most important and one of the most interesting Bills that had come before that Council since the cessation of hostilities. The Bill was introduced after the receipt of a telegram from the Secretary of State requesting them to legislate that former enemy aliens should not be admitted into the Colony without a permit from the Colonial Secretary. The question they had to consider was whether they proposed to allow their former enemies to come and settle down here and establish themselves in trade. He suggested there was only one answer. They did not object to them coming and inspecting their agencies or to buy our goods.

The Bill passed its first reading, but as a matter of urgency Standing Orders were introduced and the Bill passed its second and third readings and now is law.

PASSING OF THE "TRIBAL" DESTROYERS.

The Admiralty (writes the Daily Chronicle) has ordered the sale of the Afril, Cossack, Saracen, Tartar, Viking, and Zubian, destroyers of the "Tribal" class. The Cossack assisted in the destruction of the U12 off the Fifth of Forth, and the Viking helped to sink the U8 off Dover.

DON'T FORGET

TO-DAY.

Coronet Theatre—8.15 and 10.15 p.m.
Victoria Theatre—8.15 and 10.15 p.m.



From "The Passing Show"

A LEGITIMATE GRIEVANCE.

Passenger:—"Aren't you ever going on?"
Driver:—"No, sir, I'm always going on."

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THE AGEING HEROINE.

BY BEATRICE WASHBURN.

A few days ago we were talking
with our friend, the publisher, in
regard to our heroine, a lady on
whom we had spent many anxious
days and sleepless nights. The
publisher was unflatteringly non-
committal.

"All right," he said, but her
age. You'll have to change
that."

"But," we protested, bewildered,
"she's just twenty-four. Surely
that's young enough."

He smiled, more in sorrow than
in anger. "Why, don't you know?
A heroine nowadays must be over
thirty. It's one of the rules of
modern literature. Look at Mary
Wing and Helena Richie, and
Lily Bart and Anna Karenina,
Mrs. Hawksbee and Bertha
Amory—"

"And Lady Castlewood and
Emma Bovary and Guinevere and
Helen of Troy," we continued
thoughtfully. "The idea isn't so
very modern, after all."

"The men of those times liked
them young."

We were about to say that the
men of all times liked them
young, but he hurried on: "Salome
and Esther and Delilah. If you
must go back that far—"

"Cleopatra and the Queen of
Sheba," we chanted, whereupon
he settled down for an
argument.

"It must be admitted," he
began, "that times have changed
since the precocious Juliet
carried on her well-known affair
with Romeo. Imagine a modern
heroine doing anything at
fourteen except terrorize her
family with her ideas on intel-
lectual freedom and the relations
of the sexes—"

"They don't do that until
nineteen," we asserted firmly.
"You're wrong on your dates.
At fourteen they are still in
boarding-school."

"He waived the reply aside.
"The point is the same. At
fourteen the modern heroine is,
spiritually speaking, in her cradle.
She does not realise she has a
soul until at least twenty-
nine."

"Twenty-nine does seem to be
the magic date," we agreed. "Mrs.
Humphrey Ward's heroines all
find themselves on their twenty-
ninth birthday. Never a day
before. But, comparing them to
Juliet, you might say that the
Southern climate—"

"If you were going to remark
that the Mediterranean climate
hastens the development of
heroines," he interrupted. "I
must beg you to desist, for, while
this may hold true of such classic
examples as Juliet and
Beatrice—"

"And Carmen—" we interposed.

"There are still Desdemona
and Beatrice D'Este and Cath-
erine de Medici—all the Medicis,
in fact, who did not attain the
complete use of their remarkable
talents until well past thirty."

"That is history," we reminded
him coldly, "not literature."

"Ah," he cried, "that merely
proves my point. While the con-
temporaneous ladies of the day
may have been, to put it mildly,
middle-aged, the fact remains
that the heroines of their litera-
ture were all in their teens!"

"And the moral of that is?"

"That the man of to-day," he
exclaimed, warming to the sub-
ject, "wants woman as a compan-
ion, helpmate, friend. He no
longer is tricked by a Dora or a
doll baby. A modern heroine is
often married and the mother of
several children. Indeed to-day,
it is almost essential for a heroine
to be married."

"That is not so very original,
either, we reminded him, "the
French—"

Again he brushed us aside. "In
a different sense, altogether differ-
ent. To-day a woman may be
happily married and at the same
time find that her country houses,
her motor cars, and her devoted
husband prevent her from Express-
ing. Her individuality, that
society is a series of Opposing
forces, that their love is but a

come Empty and Meaningless.
What does she do? She—"

"She goes away to Labrador,"
we answered, "and finds the whole
problem the same when she comes
back. And besides, H. G. Wells
does make them young! Ann
Veronica—"

"The only one," he insisted.
"Look at Lady Harmon and
Amanda and Mary—"

"They started young," we
objected.

"Oh, of course they all started
young," he returned, "everybody
does that. But they don't really
begin to live until they are past
thirty. Look at Arnold Bennett's
Alice Challice in 'Buried Alive'—
she was over forty; and the two
Baines sisters in 'The Old Wives
Tale'—"

"Still," we remarked, "you
haven't accounted for Helen of
Troy."

"There are many subjects that
a mere man is unable to account
for," he answered, with a sudden
access of modesty, "and the in-
cident of Helen of Troy is one of
them. I have been informed, and
have no reason to doubt, that the
lady in question was forty-seven
and had red hair at the time she
launched the thousand ships and
burned the topless towers of Ilium.
But he that as it may, if you wish
to inquire further into the private
and social life of the ancient
Greeks you will find that youth
was a quality greatly sought
after. Take Ulysses, for instance.
His devotion to Penelope was
said to be genuine, and yet we
are informed that he left her for
some ten years to weave shirts
while he passed the time very
pleasantly with the nymph
Calypso. Not all of it, I admit;
there was Circe—"

"She could hardly be called
young," we interjected.

He reflected. "There you touch
upon a delicate subject. What,
technically speaking, is youth?
If it is merely a question of years,
then how about Daphne and
Apollo and the slim Diana and
Peter Pan, the child who will
never grow up? And Hebe herself,
the goddess of youth, who used to
carry nectar and ambrosia to
refresh the gods?"

"You are wandering from the
point, which is—"

"Which is that Prosperpine and
Undines and Lorna Doones and
Babbies, the Tesses and Hetty
Sorrels and Juliets and Ophelias,
are yielding to a new type—the
woman who has passed her thir-
tieth milestone and has lost the
first bloom of youth. There are
even occasions when she has a
wrinkle in the delicate fabric of
her cheek and the author does not
always hesitate to draw a streak
of gray in her raven hair."

"If this is true," we demanded,
"then what is to be done with
our heroine? What shall she
do for the next six years before
she can emerge ready to cope
with the demands of modern
literature? Convents are no
longer in existence and she is
strong, beautiful—"

"She might take up suffrage
or run a car for the National
League for Women's Service,"
he suggested brightly.

"She is not athletic," we re-
turned firmly, "and besides, she
has been to college."

"How about interior decorat-
ing?" he hazarded. "Every well-
regulated heroine takes a course
in interior decorating and some
of them even get a job. Or she
might have a studio in Greenwich
Village and cultivate Vers Libre.
Teaching has gone out of fashion,
and so, unfortunately, have the
arts. Time was when a heroine
could adopt a brilliant career as
an opera singer or a portrait
painter, but nowadays—"

"She might marry a Tired
Business Man," we hazarded,
"and find out after a few years
that marriage is a disappointment
and she must Lead Her
Own Life."

He shook his head, sadly.
"Even that is no longer the
thing to do—it has Gone Out
of Fashion. It is Depreciated, cases
require desperate remedies. Well,
I offer a prize for the suggestion."

"New York Evening Post."

STATE AND CROWN COLONIES.

LORD MILNER'S POLICY.

Lord Milner was the chief
guest at a British East African
dinner held at the Savoy Hotel
on July 25, under the chairman-
ship of Sir Owen Phillips. The
dinner, which was organised by
Brigadier-General Sir Owen
Thomas, M.P., and a committee,
was given by representatives of
various interests in British East
Africa.

Lord Milner, replying to the
toast of his health, said the late
Mr. Joseph Chamberlain was an
example as a Colonial adminis-
trator, that he had always set
before himself. He initiated a
new system and a new spirit in
the government of our Empire,
especially, he might say, in the
development of the non-self-
governing positions of it, which
he hoped might be maintained
under all his successors. But as
far as he was personally concern-
ed he had not had time to prove
himself either a worthy or an
unworthy successor to that great
man. During the comparatively
short period that he had been at
the Colonial Office they had been
all so much occupied with the
aftermath of the war. Especially
as far as East Africa was con-
cerned he had almost everything
yet to learn.

We might differ on a hundred
and a thousand points of Colonial
administration, but no two men
of sense could possibly differ
about the vital importance of
intimate connection and a thor-
oughly good understanding be-
tween the official and unofficial
element interested in Colonial
development. (Cheers.) He did
not like to promise much, but
he would always give that
open mind with which he
was sometimes reproached (laugh-
ter), and the open ear to the
representations of those who were
actually interested in and had
practical experience of the life of
the countries to some extent en-
trusted to his care. Indeed, the
one thing which weighed upon
him rather heavily was the sense
of the extreme responsibility of
the office he held, of the enormous
potentialities of that vast Colonial
Empire which was ours—and he
might say he was speaking
rather of that Empire which was
more or less administered from
home, and not at all in those
interests of the self-governing
Dominions—of its vast poten-
tialities and of the fact that we
had so far, so to speak, only
scrapped the surface of those ter-
ritories.

IMPROVED TRANSPORT.

It was true that in some re-
spects a great work had been
accomplished. We had through-
out the Crown Colonies and the
Protectorates in all parts of the
world established peace, order,
justice, good and humane govern-
ment. On that side we had a fine
record. But as to making the
most of their material resources
we were only at the beginning.
In the vast problems of develop-
ment which lay before us, with-
out great improvement in trans-
portation by sea and land,
shipping, roads, railways,
no great substantial progress
could be achieved. That
was not everything, but it
was the foundation of all great
material progress. Yet there was
not one of our more important
Colonies and Protectorates which
was not still very much behind-
hand in these vital matters. And
that was all the more remark-
able, because whatever had been
done in that direction—for in-
stance, in railway development—
had been so rapidly and com-
pletely successful.

This was a question of money
and of men. He was almost
afraid to speak about money,
because in the House of Parliament
to which he had the honour to
belong he had to listen day after
day to the most lugubrious repre-
sentations of our financial condi-
tion and to the most menacing
demands upon the Government
to restrict economy. He was
personally averse to that, but
otherwise he could not

avoiding waste (hear, hear), but
he remained impenitently con-
vinced that wise expenditure,
expenditure on development, was
not waste, but economy (cheers),
and he felt that more especially
with regard to what Mr. Cham-
berlain once called "our great
undeveloped States." For ex-
penditure and sound development
our Colonial Empire presented
almost an unlimited field. It was
a question of fostering the spirit
of enterprise, of giving help and
support to those who showed that
they should have it.

The great opportunity for de-
velopment in our colonies would
in the future, as in the past, be
carried on mainly by private in-
dividuals risking their capital,
putting in their energy, not lean-
ing unduly upon Government
support. He should be the last
to wish to see the Government
attempting to do everything, or in
any way substituting Govern-
ment activity for that private
enterprise and energy which had
been the mainspring of our im-
perial development. At the same
time, the Government could,
and must, assist; and an
enormous deal depended upon
having as governors, adminis-
trators, and chief officials
men who were not merely content
to carry on without discretion, to
do their daily work fairly and
honourably, to play for safety
(hear, hear) but who exhibited a
real keenness about the develop-
ment of those countries and about
getting the very most out of their
imperial resources. He thought
we were fortunate in having men
of that kind in the colonial
services, many of them. He did
not say that we might not have
more. Nothing that the authorities
at home could do was more im-
portant than that they should
attract in increasing numbers
men of that kind, men of energy

keenly interested in the countries
they were going out to administer.
It was not so easy to do it because
we had not enough men to go
round—men of the high quality
which we wanted.

If living was to remain as
costly as it was the pecuniary in-
ducements we offered were totally
insufficient. That was a matter
to which it was not possible to
shut our eyes. He hoped none of
those in the colonial service would
think that he believed that money
was their principal inducement to
do their duty. He believed what
they valued most was the
opportunity of producing those
great results which really able
and progressive men could
produce in new and growing
countries.

Lord Milner paid a tribute to
the men of the Colonial service
who had stuck to their posts dur-
ing the war under circumstances
of peculiar hardship. East
Africa, he said, was an Empire in
itself. We were holding it under
a mandate from the Great
Powers. That did not trouble
him at all. There was nothing
in the conditions under which we
held this territory which was
opposed to the principles on
which we administered our
existing Empire. He never
desired to see, as the
result of this war, a great ex-
pansion of British control of
territory. We had to accept it
because it was a duty to the
world to accept these fresh
responsibilities, but he could not
say he did it with a light heart.
In the case of East Africa, the
mandates were less because he
thought that the extension of
territory did not really mean
any increase of burden. (Cheers.)
Mr. P. H. Gurney, Secretary
for East Africa, said that the
East Africa mandate was a great
responsibility, but he could not

OUR U.S. RIVALS.

BRITISH BUSINESS MAN
"STAGGERED."

The Rochdale correspondent of the *Daily Mail* writes: When Mr. Samuel Turner told me to-day that he was "staggered" by the result of his visit to the United States I was impressed by his use of the word, because he is a typical, cool, long-headed, far-sighted Lancashire man who has built up the great asbestos manufacturing concern of Turner Bros., Ltd.

Mr. Turner knows all that can be learned about American labour-saving devices and organisation. He has also written during the war two notable books, "Eclipse or Empire?" of which he was part-author, and "From War to Work."

What was it that "staggered" this modern business-builder? "I went to the United States," he told me, "to find out what were the prospects of this country and its world trade in competition with the United States under after-the-war conditions. I spent two months in the East and Middle West investigating industrial conditions, and I was staggered by the result. I found that in hardly any industry are we able to compete with the United States."

CHEAPER & QUICKER
BUILDING.

"I found coal of 14,000 British thermal units—a very high quality, better than our average industrial coal—sold throughout the East at a price not exceeding 8s. to 10s. per ton, pit-mouth price. I found that pig-iron could be produced at £5 a ton, against our £9, and steel rails at £14 a ton, against £19, which will be the price here when the new cost of coal is added."

"Looking into the question of factory construction I found that it is now considerably cheaper in the United States, particularly so if the well-known American standardised system is adopted."

"Wages in the United States are from 25 to 50 per cent. higher, the rate varying with the locality. One of the largest manufacturing concerns in Cincinnati pays unskilled labour 1s. 8d. per hour and skilled labour, such as carpenters, 3s. per hour."

"If a man wishes to put up a new factory in the United States he can place a contract, subject to penalty if the time is exceeded, for construction, during the spring and summer, in four months. Here a similar building would take a year. The British restriction upon the number of bricks a man may lay comes in here."

"I found evidence on every hand that the United States is fully aware of these advantages. Nationalisation is out of the question there. No one wants it or asks for it."

PROFITS BEYOND THEIR
DREAMS.

"As to finance, the position of American firms is better than ever. No firm which came within my notice was an exception to the rule. They have practically unlimited funds in their own treasuries. For two years before they came into the war they sold their output at auction to the warring nations, making profits beyond dreams. And now they are using these funds for purposes of national aggression."

"On the top of the advantages you have the fact that the exchange is all in their favour. When the United States is buying from us she gets £10 worth of goods for £9; when we buy from her we pay £11 for £10 worth."

"Her industrial position is far better than ours. While certain measures have been taken against unrest her condition is nothing approaching ours. Labour in America is not political. While it fights determinedly and ruthlessly for its own hand, there is no underlying principle at the root seeking to upset existing social conditions."

"Mr. Turner, a quiet, earnest, thoughtful man, who is a master of detail in his own large mills and has organised a world-wide trade in its products, gave me these facts with the air of a man who is revolving them all the time in his mind."

"For us there is only one hope," he said, "to bend our backs to the task of raising production per man to the United States level. High wages and short hours can be permanently maintained only with large production. The root cause of the Americans' growing prosperity is that labour there accepts the necessary discipline and control from the directing ability of men placed over it and makes no attempt to restrict output."

NOTICES.

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EARLIER TELEGRAMS.

THE LABOUR OUTLOOK.

London, Sept. 8.

A meeting of four thousand engineers at Glasgow discussed a scheme for amalgamating the fourteen engineering trades unions with a membership of half a million and funds of approximately £3,500,000. It was decided to take an immediate ballot thereon.

Much interest is evidenced in the Trades Union Congress opening in Glasgow to-day. The two chief subjects for discussion will be nationalisation and the fighting in Russia, on both of which direct action is temporarily suspended. There were demonstrations in Glasgow last evening under the auspices of the Triple Alliance and Independent Labourites, whereat the speakers dwelt on the coming bitter fight between workers and capitalists. Mr. Clynes, speaking at Carlisle, said this was the most momentous week in the history of organised labour. He warned labour that by threatening a wrong method to attain its ends it risked alienating the public. There is much speculation as to whether Colonel John Ward, just returned from Russia, will attend the Congress. He was interviewed in London yesterday and emphatically denied that Admiral Koltchak, whom he knew well, was a reactionary. Koltchak was a great student of English laws and customs and was a constitutionalist, thoroughly imbued with English ideas of Government.

INTERNATIONAL LABOUR CONFERENCE.

Paris, Sept. 5.

Following the appeal of the Executive Committee for general consideration of labour M. Clemenceau has prevailed upon the Inter-Allied Supreme Council to invite Germany and her allies to send delegates to an International Labour Conference at Washington.—Havas.

THE BATTLE OF THE MARNE.

Paris, Sept. 8.

All France honoured yesterday the heroes of the memorable first Battle of the Marne. Religious services at Meaux Cathedral were presided over by the Bishop of Verdun and representatives of the Allied Governments, Military, Navy and Government officials were present. An official luncheon was held at the Hotel de Ville. Services were also held at Chantilly Cemetery.—Havas.

AIDING BELGIUM AND FRANCE.

Paris, Sept. 8.

French papers suggest that America should contribute aid to merchants and inhabitants of the devastated regions by arranging long terms of credits for material, both raw and manufactured of which France stands in need, otherwise French and Belgians would be compelled to turn to Germany, where 100 marks were equal to 26 francs.—Havas.

VISITING THE WAR ZONE.

Paris, Sept. 8.

Among the questions considered by the Councils Generaux of the Devastated Regions which met at Paris the most important is the encouragement of touring parties to the war zone. A credit of 30 million francs should be provided. Another question is the setting apart as historic monuments of famous places.—Havas.

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EARLIER TELEGRAMS.

BULGARIAN TREATY READY.

Paris, Sept. 7.

The Bulgarian Treaty is completed and will be presented to the Bulgarians immediately.

A WAR SOUVENIR.

Paris, Sept. 8.

The French Government is seriously considering the suggestion that the special train put at the disposal of General Pershing early in 1918 and used by him as mobile headquarters should be presented to the American Government as a souvenir of American participation in the war.—Havas.

KOREA AND JAPAN.

Paris, Sept. 5.

Korean circles in Paris state that as long as Japan tries to force her rule upon Korea there will be strife. The only manner of reconciling the two countries is Korean independence, with amicable relations established with Japan.—Havas.

GOVERNOR OF KOREA ATTACKED.

Shanghai, Sept. 6.

It is reported from Seoul that a bomb was thrown at Baron Saito, the new Governor of Korea, who was not injured.

THE PASSPORT SYSTEM.

Paris, Sept. 8.

The Italian Government has approached the Allies to abolish the passport system for Allied subjects as soon as peace is ratified.—Havas.

GREAT FIRE AT ROTTERDAM.

Rotterdam, Sept. 8.

Fire occurred in a cotton warehouse at the docks, the damage being two and a half million guilders.

CHOLERA IN PETROGRAD.

Stockholm, Sept. 8.

Two hundred and fifty deaths from cholera are occurring in Petrograd daily.

NOTICES.

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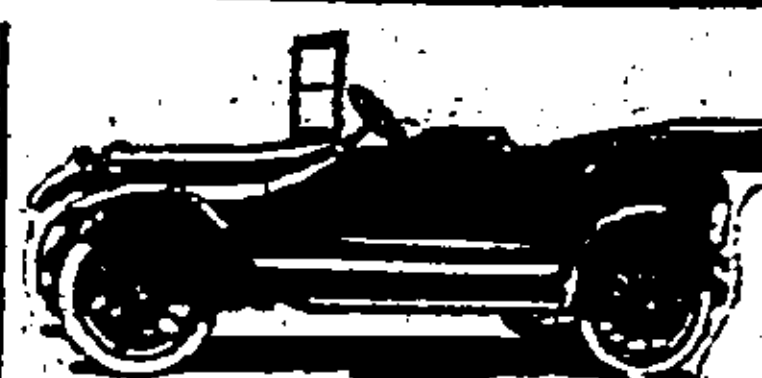
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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamsham, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 10, 1919.

WHY NOT TWO MEMBERS FOR KOWLOON?

There has been a lull in the agitation aiming at separate and distinctive representation for Kowloon on the Legislative Council, which the *Telegraph* was instrumental in initiating some few weeks back. But that is not to say that the idea has fizzled out. Far from it, as events in the near future will show. A deal of quiet spade-work has been going on, and very soon all will be ready for the sowing of the seed. An idea is current in Kowloon that there are certain interests at work with the object of strangling this movement at birth—the "cloven hoof" is apparent in some of the comment which has been published on the subject. But Kowloon is not likely to be scared by these tactics. Kowloon believes that it can make out a good case for itself, and that it does not need to get its aims mixed up with other and more complicated schemes. We believe the majority of its residents would prefer that it stood on its own legs and endeavoured to get its proposals considered on their own merits. Kowloon is not so much concerned about the "unofficial majority" question as it is about its own distinctive representation. And it thinks that the latter demand might be conceded even if the former were refused.

The more we look into the question, the more convinced are we that Kowloon should push its distinctive claims quite independently of any other movement. We say that, not because there is any desire to smash the Constitutional Reform Association's ambitions, but simply because we think it will, by that method, be more likely to meet with success. It comes, then, to a matter of how the objects in view can best be attained. As we originally urged, a public meeting of Kowloon residents is the first step. Such a meeting will shortly be held. But when that gathering takes place, something concrete will need to be submitted if any beneficial results are to accrue from it. Well, we suggest that the meeting should first of all consider the question of forming an organisation, which might, for example, be termed the Kowloon Public Welfare Association; that all British subjects of 21 years and over be eligible for membership; that, pending any scheme of electoral reform, it should periodically discuss matters of public concern and make representations thereon to the authorities; and that it adopts, as one of its aims, official recognition of the principle that Kowloon be entitled to direct elective representation on the Legislative Council. The value of such a body would be self-evident. If its direct representation campaign met with success, it could run its own candidates for election; if, on the other hand, this demand were not conceded, it could use its united influence in whatever other way was left open to it, and would thus carry far more weight than individual agitation. In either event, its utility would be undoubted. We suggest an Association of these broad lines rather than a ratepayers' or householders' society because in organisations of the latter kind "lodgers" might be ineligible for membership. If such an Association were formed, it would mean that Kowloon would fight its own battles, as we suggest it should do. The policy then to be followed should be the right to elect, not one, but two members—one of British and the other of Portuguese race. That would be fair to everybody. So far as we can see, it would meet the case admirably.

But whatever the details to be worked out may be, we consider that the broad aim of the Kowloon people is based on common justice. It seeks the right for Kowloon residents to have a voice in their own affairs. It would mean that a Kowloon member would receive a mandate from his constituents, who would look to him to redress his promises. He would be responsible to the community, and concentrating his energies on Kowloon matters; he would be able to see to it that residents on the peninsula got more consideration than they do under existing conditions. The steps that are being taken for the development of Dumb-bell Island show what can be done by one man taking a special interest in a given locality. How much greater would be the influence of a couple of directly-elected members representing a body including all the voters on the electoral roll of the district concerned?

NOTES & COMMENTS.

THE MARNE BATTLE.

In the early days of the war, some of the Hearst newspapers made it their business to discredit the British achievements wherever and whenever they had the opportunity. Just three years ago, one of these journals published these words in the course of a lengthy editorial comment attacking the British Government:—"The Battle of the Marne was fought and won by French troops, and by French troops only. There was not so much as a single regiment of British soldiers engaged in that great and momentous battle." That fiction gained widespread currency at the time, and in some quarters it may still be held as gospel truth. It is well, therefore, that the facts can be stated from French sources. A telegram to hand yesterday stated that at the celebrations of the anniversary of this historic battle, a representative of the French President, in paying a tribute to the splendid doggedness of the British, said that their attacks paralysed the German manoeuvre which was intended to overwhelm the French. That statement surely makes it clear that the British were very much in evidence at the Battle of the Marne. Happily history will bear that out, but it is well that some of the outstanding facts of the war should be re-emphasised from time to time. At the Battle of the Marne, the British "contingents," a mere handful of men, did great and glorious things against overwhelming odds. Their deeds had a great influence on the course of the war. Our men stopped the German rush. It is not too much to say that they very materially helped to save France—and what that means is now understood by all.

DANE WINS IRON CROSS.

The Danes do not love the Germans, for they can never forget how Germany tore from Denmark a big slice of her territory and how in the war many natives of Schleswig were compelled to fight against the Allies. Happily, because of the Allied triumph, Denmark will now most likely come into her own again. A Danish resident has just supplied us with a little story showing how a Danish Schleswiger obtained the Iron Cross from Germany, though he had done nothing to win it. It appears that during the course of the war this man's detachment was ordered to go forward to attack the French, but was suddenly stopped by gunfire. Then the French directed their fire in such a manner that the projectiles fell behind the Germans. This caused considerable confusion in the German ranks, and in the excitement the Schleswiger and three Poles were cut off. They were by no means inclined to fight for the glory of "the Great Fatherland," and so they prepared to await the French and then to surrender, throwing away their ammunition in the meantime. However, on this occasion the French did not follow up and the Germans returned and found the four "heroes" on the battlefield. The matter was immediately reported to the highest German military authorities, who reported as follows:—"Four brave sons of Germany, with two machine-guns, have alone repulsed the enemy's great attack." The reward came quickly—four Iron Crosses! Thus another bright leaf was added to the German "wreath of victory." Needless to say, the Iron Cross is the proudest possession of this Danish Schleswiger. He kept "mum" on the subject, and to-day he owns a real curio.

TRAINS TO FANLING.

A BETTER SERVICE UNDER CONSIDERATION.

A revised time table for service from Kowloon to Fanling and beyond is now under consideration by the Kowloon-Canton Railway authorities. The proposed new times are as follows:—

First train arrives at Kowloon at 8.30 a.m., instead of 9.5 a.m.

Last train leaves Kowloon at 7.30 p.m., instead of 5.18 p.m.

The "through" service will remain unaltered.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 8.50 p.m. yesterday:—"Cyclone or typhoon N. of Yap, moving W. or W.N.W."

DAY BY DAY.

A GOOD GRUMBLE IS A PLEASURE TO MOST OF US.

The Sincere Company has posted a notice in its store intimating that purchases of less than \$5 must be paid for with silver.

A Nautical School has been established at the Sailors' Home, Hongkong, of which the Principal is Capt. Frank Baylis, of Liverpool.

Mrs. Leite, the proprietress of La Favorita, is in the French Hospital. She has been successfully operated upon for appendicitis and is now doing well.

The eight men who were charged with being members of the Triad Society have appeared before Mr. N. L. Smith and been sentenced to six months' hard labour.

The s.s. Venezuela went out at high time to-day heavily loaded with cargo. She "stirred up the bottom" off Kowloon Point. Dredging is necessary at this spot.

The book of photographs to be sent Home to Lady May, from some of her friends who are still in the Colony, is now completed and is on view at the Helena May Institute. It will remain until Saturday, Sept. 20th, and all are cordially invited to go and see it.

A woman was charged to-day, before Mr. N. L. Smith, with trying to export \$20.40 in subsidiary coin, contrary to the rules of the Exportation Ordinance. Defendant told his Worship that her house in the country had been destroyed by floods and she was sending the money to build a new one. Mr. Smith fined her \$15 and confiscated the money.

A woman was charged to-day with the unlawful possession of 12 taels of opium. She was arrested in Connaught Road West. A Revenue Officer said the opium was cleverly concealed. Some of it was found in the heel of a shoe, and some enclosed in a piece of meat. Defendant admitted the possession of only six taels. The other six taels belonged to a friend. Mr. R. E. Lindsell fined her \$1,000, or six months' hard labour.

On Monday night, Mr. J. Martin, Chief Draughtsman at Kowloon Dock, who is going home by the Nagoya, was the guest of the Dock Recreation Club, where he was accorded a farewell. Mr. W. Forsyth, chairman of the Club, presented to Mr. Martin a gold watch, and referred in appreciative terms to the good qualities displayed by Mr. Martin both in work and sport during his thirteen years at the Docks.

It is a very common thing to-day to meet people who will tell you the inconveniences and loss of cash the soaring value of subsidiary coins has cost them. We were conversing with a merchant this morning who is the head of a well-known firm in the Colony and who was very sore on the way the Government departments were conducting themselves with regard to the cashing of currency notes. He sent to the stamp office to have a document stamped but the man at the counter refused to take a five-dollar note against \$4.60, the cost of the stamps. "I want \$4.60," was the request. This is one of many instances that have come to our notice.

£1,200,000 SUBURB.

Part of the White Hart-lane estate in Tottenham and Wood-green will be laid out as a garden suburb, the Minister of Health having intimated to the L. C. C. his willingness to approve a scheme. It is proposed that in streets 40ft. wide the buildings shall be set back 27½ft. A limitation of 544 houses for an area of 50½ acres is imposed. For the development of the remaining part of the estate the L. C. C. propose an expenditure of £1,200,000, the total area being 112½ acres. Working class dwellings and lodging-houses provided by the L. C. C. show a loss of £2,503, due to empty tenements, for the year ending March 31. This is considered satisfactory.

MODERN MODES.



Copyright by Underwood and Underwood.

Little Painted Blackbirds trim this Novel Bathing Suit of White Rubber which consists of Fringed Blanket, Hat, Cushion and Parasol. The Suit is of Henna Jersey with a touch of Sand Colour.

Designs of the Moment by "Sacha."

THE SHEATHLIKE GOWN.

Although never before in the history of fashion has there been so decided a taste for simplicity in line and moderation in fulness as at the present moment, there is yet ample evidence that the couturiers are doing all in their power to divert the channels of this preference. Every year we get the "crinoline" craze in the form of fear of it, and though each year goes by without the crinoline becoming effective, yet we see that ever and always the designers do their utmost to create a demand for more ample gowns.

Meantime, it is hardly possible to imagine anything more sheath-like than the dresses which are now worn and being seen daily in all smart watering places: short, skimp, shapeless, and confounded out of the smallest possible amount of material. Nevertheless we see signs of an effort to burst asunder these narrow bounds and to return to fuller proportions. But will they become effective? Some of the skirts of these gowns are adorned with wide hip pockets that give a certain outline suggesting fulness; side panels made separate and falling away from the gown are another form of the same effort. But so far I see no real conversion among the women of Paris to ideas of fuller gowns.

CLOSED UMBRELLA EFFECT.

A novelty is the gown made of thin and rather widely flowing material that is gathered into an elastic band around the feet, allowing great latitude of movement to the wearer, who, nevertheless when in repose, appears to be clad in an umbrella case. A still more persistent effort consists in the widening of the silhouette by means of flounces that form the entire bottom part of the gown. But these innovations have not fulfilled the wishes of their designers. The flouncings that were to widen the silhouette have been forced to conform to the general popular taste for slimmest of line at any cost, and themselves have been forced to adopt the skimpiest proportions. Flouncings of light materials are cut with so very little fulness as to appear to be merely straight pieces of material edged with fringe, or with any other trimming, but clinging so closely to the lines of the figure that they are merely like tiers of material that are but different sections of the skirt.

THE DECOLLETE CORSAGE.

For afternoon wear the new decollete corsage is the very latest thing. It has a fichu arrangement, covered with narrow pleated frills, circling the shoulders and its outline is mid-Victorian; the sleeves are quite short and the round neck, taken in connection with the frilled fichu, gives an 1870 slope to the shoulders. On a moderately slender figure this bodice is most becoming when made of some such material as organdie, cotton voile, chiffon or Indian gauze.

RUSH FOR ROSES.

A furore of the hour is the decorative hand-made rose of taffetas, placed upon the gown at any particular spot, contrasting in shade with the material of the gown. After a long period of abatement from all unnecessary adornment, the couturiers now seem unable to withstand the temptation of placing these flowers on each gown they make. Some light net flounced dancing frocks have roses sewn at different points upon each flounce. Others merely have one rose placed at either the waist, upon the bust, on the shoulder, at the bottom of the skirt, or at the extreme edge of the falling sash-end. There is no limit to the fantasy of its placing. A dark-blue gown of pointed frills of taffetas alternating with short sleeves and a cross-over bodice of taffetas; has a dark red rose placed at the extreme point of its decollete. A black satin gown has a blue rose at its waist; a charming dinner gown of dove grey taffetas, edged with short fringe of the same colour, had a rose of pale wine-coloured silk that is most effective. None of these flowers has any foliage. Such simple adornments have a charm that is all their own.

THE UPPER ARM BRACELET.

A really lovely upper-arm bracelet was seen recently, made of jade and small rose diamonds, arranged in rows round the arm, and in the centre a jet medallion. This was a most uncommon ornament. These upper-arm bracelets are very fashionable. The cut jet models with pendant medallions of silver or carved ivory are of charming; and the medallions always contain some mascot or fetish. Narrow dog collars made of jet and jade with settings of small diamonds are also worn, and similar collars in all-glass and silver and old paste.

TO-DAY'S MISCELLANY.

The paragraphs that appeared in some of the papers, stating that a number of school children in Leicestershire had been attacked by a 3 feet adder, should have had a little sub-editing, says a writer in the *Daily Chronicle*. To many people every British snake is an adder, but neither kind attacks anything but its natural small prey. It was probably the children that did all the attacking. Adders have very rarely been found approaching a length of 3 feet. In the present case the reptile, no doubt, was the inoffensive and non-poisonous grass-snake, as indicated by the finding of its "nest" containing many eggs. The adder does not lay eggs, but retains them until the young are hatched. With these corrections the item of news may pass.

Of the men in the field at the Oxford v. Cambridge cricket match, there was none who attracted more attention than the Cambridge wicket-keeper (states the "London Letter" of the *Westminster Gazette*) Mr. G. E. C. Wood, who also goes in first for his side, has some of the most peculiar mannerisms ever seen behind the wicket. He adopts a sort of "waiting for the pistol" attitude, as a sprinter might, and must find the constant stooping very fatiguing. The bowler has not turned to begin his run before Mr. Wood has tucked himself behind the wicket. First his hands go down. Then, with a sort of marionette movement, his body follows, to a position in which he is almost squatting. He pats his glove together, one-two-three; touches the ground, as though to balance himself; pats his gloves again—and gets erect before the ball pitches. The same movements are gone through before each ball is bowled, and sometimes he repeats the little hand pats while crossing from one wicket to the other. If he were to overbalance he would knock the balls off with his nose.

Daylight-saving is a great and beneficent device, and few there be who would go back upon it. But, like every other human institution, it is not without its drawbacks. One of these, so far as we have observed, has not hitherto been commented upon. It is that this artificial extension of the period of daylight is betraying people into late hours. One man complains that, do what he will, he has not been able to get to bed at a reasonable hour for the last two months or more, and that in consequence he is always in a state of exhaustion from lack of sleep. One would think that the remedy was easy enough. But he says the matter is not so easy as it looks, for the whole family are in the same position. The children stay out of doors as long as daylight lasts, and after their return there is supper to be seen to and other little domestic details which consume the time, so that regularly every night the bed-hour is deferred to an absurdly late hour. The only reply we can suggest (says a Home paper) is that if this family man cannot control himself and those under his authority, he may find consolation in the reflection that the long, dark winter nights may arrive before he has reached the stage of final collapse.

One of the delights of Alder shot, from a soldier's point of view, is a gigantic swimming-bath which the men are allowed to use during week-days and the ladies of the Women's Legion, W.R.F., and W.A.A.C. on Sundays. It is usually crowded at this time of the year; but I went in the other day (a correspondent of the *P. M. Gazette* writes) for the first time since the war, and disposed myself with about a hundred bronzed and healthy-looking returned warriors. So much preoccupied did we all become with our splashing and shouting that nobody noticed for quite a long time a man quietly drowning in the middle of the pool. Of course, when the fact was discovered there was immense excitement caused by the process of fishing him out, but when he was eventually got out everybody seemed to take it for granted that he was a "dead dun" without the smallest emotion being displayed, and the swimming and splashing were renewed. As a matter of fact, an hour's artificial respiration restored the "dead dun" to complete health and strength; but I couldn't help contracting the indifference, these men—all of whom had seen much of war to death, and with the tremendous emotion which a similar scene would have caused in the early days of 1914.

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FROM THE PULPIT.

THE NECESSITY FOR GOD.

Notes of a sermon by the Rev. J. Kirk Macdonald at Union Church on Sunday morning:—
"Whom have I in heaven but Thee? And there is none upon earth that I desire beside Thee."
—Psalm 73:25.

These words occur in one of the few old Testament passages which appear to contemplate a future life with any distinctness. Perturbed by life's perplexities until his faith had almost left him, the Psalmist finds himself in the end more sure than ever that there is a just and wise God who rules the lives of men. He believes he is being led on a course which will find its completion beyond the present life, where, as here, he will be able to say "I am continually with Thee." That is what makes a continuity between here and the hereafter; as St. Paul put it, "To me to live is Christ," adding, "and to die is gain," because it would be more Christ.

Perhaps to the ordinary man of ordinary moods, feelings like those of the Psalmist seem overwrought. He seems to be remote from our state of mind, concerned as we have to be with very mundane affairs. And yet this longing of the soul for God may be the deepest and truest thing in us average men after all. We are not to call ourselves hypocrites for joining in "Nearer my God to Thee" in the Sunday hour although much in our weekday experiences seems most unlike it. When it comes to the pinch, the aspiration of the hymn is truer than anything else for us. When the Titanic was going down on that first and final voyage, the bandmaster's instinct was to strike up the familiar strain, and the very mixed multitude of men and women awaiting the end felt it was right. The close of life was upon them, and the only interpretation of life from beginning to end is that it is a journey whose goal is God. There is no other way of investing life with rational meaning, or of finding in death anything but the culmination of disappointments. God has made us for Himself, and there is that in the human heart which feels this, little though our lives may look like it on the surface. God's claim upon our hearts is the first and final claim and only in meeting it can we find our good.

Not that ordinary human claims are to be slighted. Rather through them would God lead us into an understanding of His own supreme claim. There is none upon the earth that I desire beside Thee—this is not the cry of one who thinks to get nearer to God by repudiating duty and love to fellow-men. "Let us love one another," says the Christian Apostle, "for love is of God," and through the human love which has its source in Himself God finds His readiest access to our hearts. It is no doubt possible to let the human love come between the heart and God instead of drawing it to Him as He designs. Every good gift may be thus perverted, and we stand constant danger of

thinking to be satisfied with the gifts apart from the giver.

I have wondered of late whether we are in need of a clear lesson on this very danger at the present time. We had all been looking forward after the war to life being made safer, ampler, happier than ever it had been before. That time is slow, not in coming, we could not expect it to have come yet—but in beginning to come. It is almost as if the cold shadow of a great disappointment were beginning to threaten. Far be it from me to say it is so, but I think it a fair question for consideration. So many big disappointments we have had during recent generations. Political reforms were to have brought happiness, for instance. How men strove and suffered to get the vote, and what great things they hoped for from it, yet now so little has been gained that in despair they are looking toward Bolshevism. Then what was not expected from the advances of physical science—a whole new heaven and earth seemed to be in prospect, yet today who will be over-confident that humanity and the world are so greatly the better for it?

We have now this supreme deliverance from the enemy and the political, intellectual and commercial yoke he threatened us with. Are we to be disappointed once again? If so it will only be for the old reason, which is our atheism. Persistently we try to do without God, to build without a corner-stone, to civilise and content ourselves on a plane which is only material. We know better, yet so behave. Except as a source of supplies vast numbers seem to have no use for God at all. They may turn to Him in emergencies, not in real faith but as a despairing chance, but what they really want is to be left alone to go their ways. We are setting out on a period of "reconstruction." Pray that it be not just pretty much with the old materials and the old objects—to build a temple of happiness rather than a temple of God, which is the surest way to miss the happiness we seek. It is quite certain that the world after the war will be better than the world before it just by how much, and no more, it gives a fuller place to God. The principle involved applies not only to the life which now is but also to that which is to come. I pass therefore to the first clause of my text, taking it second in order: "Whom have I in heaven but Thee?" Hitherto it has been held that whatever might be the case here, in the hereafter everything would centre upon the realised presence of God, His nobler worship and better service in a state redeemed from sin. We are now, however offered what purports to be new revelation. Since the war a quickened attention has been paid to the problems of the life beyond the grave, inevitably, seeing how many of our hopes have been disappointed, and the subject are devoured, messages purporting to come from the unseen are widely examined. As you know, I have never taken upon me to censure such enquiries when seriously conducted. But I become impressed increasingly by what I can only call the dearth of God in these alleged revela-

SAIGON NEWS.

EXPORT OF RICE.

The export of rice and meal from Saigon has been entirely stopped, as from September 1st, except by special permit from what is called the Board of Provisions. It is stated that if the present conditions continue, that it will not be worth while steamers calling at Saigon.

The rigour with which the new regulation is being enforced is exemplified in the case of a local steamer which, on its last trip to Saigon was held up because a Chinese had taken on board a few piculs of rice. A Customs House official went aboard and seized the rice and the owners of the vessel were fined several hundred dollars, off hand, without any attempt to have the case heard in Court.

With regard to the granting of permits, it is stated that it is almost useless for a British ship to call at the port of Saigon since the armistice was signed. It is also stated that there is plenty of rice and meal in Saigon, but it is being held back by the Annamites.

tions. From such existence after death as they suggest He seems farther removed than ever from our experience and hopes in this present life with all its drawbacks if we will look to Him in Christ. My scepticism as to the reality of the alleged communications from the other side is increased by their utter contemporaneity. They seem too much of the moment to have come out of the eternal world, and read very like the floating resultant of what may be in the mind of the medium of the hour. For instance, one of the departed, according to Sir A. Conan Doyle's account, reports that over there she knows no more of Christ than she did here. She does, however, claim to know about the planets, and reports that Mars is inhabited by a race superior to ours and that its "canals" are artificial. I have no wish to carp at a detail, but it is impossible to believe that such a message is from the other world at all.

It is not science, but the pseudo-scientific surmises which were current in uninformed circles of magazine writers and readers some time ago. Now that Lowell is gone it will be hard to produce an astronomer of repute who gives it a moment's credence. The medium may be perfectly sincere but has only claimed the authority of a "spirit" for his own notions at the moment. In other respects I am assailed by the same suspicion. The kind of existence said to be led by the departed is altogether too like the life we lead now, almost identical, in fact, except that it is vaguely etherealised. The beyond is little but a sort of dematerialised earth where satisfaction comes from such sources as tobacco and golf-playing—quite too suggestively like the ideal which is popular at present with many, happiness with no God in it or very little, centred on oneself and one's little circle and one's not very exalted pursuits and enjoyments. There is a terrible drop from the atmosphere of the New Testament. "Let not your heart be troubled; ye believe in God, believe also in me. In my Father's house are many abiding places: I go to prepare a place for you. And if I go to prepare a place for you, I come again and receive you unto myself, that where I am there ye may be also." That is what the gospel has to say to us about the future life of the redeemed; you will make a poor exchange if you part with it for anything the mediums have to tell you.

I see that smart young writers are contrasting the heaven they say we believed in up to 1914 with the superior conception of this age of reconstruction. The old heaven, they say, was that of the golden harp, the up-to-date one is that of the golf ball. It will be much more interesting, it is said, to pursue a ball from star to star than to sit all day playing a harp. Smart, is it not? I can imagine the chuckle of the type of mind which has been trained from time immemorial on the harp joke and similar pabulum for tenth-class intellects. Still there is a serious side to it. Last week I found it necessary to make some protest against the notion of a material sulphurous hell; it seems not yet superfluous to protest that neither does the gospel point to a material golden heaven. Yet everybody who doubts Christianity belittles it, pours scorn on it; seems to fix upon those golden harps and to imagine there is something

NOTICES.

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original in pointing out that the occupation would be monotonous. A single passage or two in the most figurative book in the whole Bible contains all that is said anywhere about jasper walls and harps of gold. But that is always fastened upon, sometimes in sport, sometimes in earnest, to discredit the noble Christian conception of eternal life, which is spotless holiness and perfected service in realised fellowship with Christ. One is sick to death of such infantile ignorance and unfairness.

The golf ball, says our new school through a recent exponent, is a symbol, and its symbolism is much superior to that of the harp. It symbolises the pursuit of perfection, the ever-receding ideal of the keen player. It might fairly be retorted that musical skill might be held to symbolise the pursuit of perfection also, and that of higher range than any game and capable of giving more refined pleasure which others might share with the player. But what the harp does simply and certainly stand for in Christian imagery is the life of praise. And praise is not the pursuit of perfection to develop and glorify oneself; it signifies aspiration toward the perfect as that is enshrined and revealed in God. I say that that is the higher thing, that indeed it is the highest, and that it is time fools had stopped thinking to be smart about it. It should not be necessary to explain to sane, grown-up citizens that a life of praise does not mean a monotonous eternity passed in perpetual hymn-singing. But it does mean that through all the loves and joys, the enlarged knowledge and glorious employments of the life beyond, there runs, so to

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speak, the inexhaustible and indispensable refrain, "Nearer my God, to Thee." Without that you can have no heaven, you can build happiness on no weaker foundation. You may, conceivably, by means of the science or the like of it, convince yourself that there is a life beyond the grave, and that it does contain the loved and temporarily lost. But if you stop with that, though it may be comforting for a while you will find the main thing has been left out. It may sound a hard thing to say, but really it is not so, and I say it; if our only use for a future life is as a means of reunion with our beloved, we are off the mark and should not find happiness any more than it is found here if we have no use for God but to provide it for us. You must have God or you have nothing, neither a tolerable earth nor a happy heaven. The pure Christian faith on the matter is summed up in the lines: "One family we dwell in Him. Never drop out those last two words. 'Whom have I in heaven but Thee; and there is none upon earth that I desire beside Thee.'"

NOTICES.

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DILWARA	7th Oct.	due Bombay about	26th Oct.
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FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

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ITOLA	1st Oct.	26th Oct.	

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*Monteagle	Jan. 1	Jan. 25

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KOSOKU MARU ... Wednesday, 10th Sept.
HWAHWA ... Middle of Sept.

CALCUTTA & RANGOON via Singapore & Penang.

YTOROFU MARU ... Monday, 15th Sept.

TSURUGA MARU ... Tuesday, 30th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Sunday, 21st Sept., at 11 a.m.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Thursday, 18th Sept., at 11 a.m.

YOKOHAMA MARU ... Thursday, 2nd Oct., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.).

WAKASA MARU (London, Antwerp & Rotterdam) End of Sept.

TSUYAMA MARU (Marseilles & Liverpool) Thur., 2nd Oct.

DELAGO MARU ... Middle of October.

* (London, Antwerp & Rotterdam)

TOYOKEA MARU ... (Marseilles & Liverpool) End of Oct.

For further information apply to—NIPPON YUSEN KAISEA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

PART AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers. From Hongkong.

KOREA MARU direct to Nagasaki. 10th Sept. "Omitting call at Shanghai"

NIPPON MARU 25th Sept.

TENYO MARU 2nd Oct.

SIBIRIA MARU 11th Oct. (from Yokohama).

SHINYO MARU 28th Oct.

PERSIA MARU 14th Nov.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SANTIAGO, GUZ,

BALEBOA, CALLAO, AFRICA AND IQUIQUE.

THENCE BY TRANS ANDREAN ROUTE TO BUENOS AIRES.

Steamers. Leave Hongkong.

ANTO MARU 10th Sept.

SEIYO MARU 4th Nov.

* Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the West Coast Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager.

KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Nov. 1st, 1919. Oct. 1st, 1919. Sept. 11th, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER.

Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

Hongkong, 10, Apr. 1917.

General Agents.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

SHIPPING NEWS.

POOLE SHIPYARD SOLD.

It is stated by *Modern Trans-*
port that all preliminary arrange-
ments have been concluded for
the purchase, by the Gardiner
Shipbuilding and Engineering
Company, of the Lake Shipyard,
in Poole Harbour, Dorset. The
shipyard was established by
Messrs. Hill, Richards, and Co.
(Limited) during the war,
primarily for the building of three
types of concrete vessels—namely
1,000-ton sea-going barges, 1,000-
ton sea-going oil tank vessels,
and 800 h.p. tugs. The Gardiner
Shipbuilding and Engineering
Company is reputed to have
already contracted with South
Wales owners for the building at
the Poole Shipyard of six steel
steamers of 7,200 tons each. The
first keel-plates of the first two
vessels will be laid down
soon, those for the other
vessels following at fortnightly
intervals. There are ten build-
ing berths, but contracts have
been let so far for only six berths.

HUGE NEW LINERS.

Washington, July 24.—Two
gigantic ocean liners, larger than
any ships now afloat, and designed
to cross the Atlantic in four
days, are to be built by the
Shipping Board. They will be
1,000 feet long and of thirty knots
speed, and will be equipped for
use as commerce destroyers in
the event of war. Announcement
was made to-day by the
board that plans for the ships
had been completed, and that
work on them would be started
in the near future. It is proposed
to provide a special terminal for
them at Port Pond Bay, Long
Island, and that they will be
two similar will be constructed later.
The ships, which are to be built
under the supervision of the
Navy Department, will be fifty
feet longer than the famous
Leviathan, now the largest ship
afloat, and will have a gross
tonnage of 55,000. Their draft
will be 35 feet, depth 74
feet, beam 102 feet, and
accommodations will be provided
for 1,000 saloon passengers,
800 second cabin passengers and
1,200 steerage passengers. The
crew will number 1,000 officers
and men, and the ships will be of
the oil-burning type, with a
cruising radius of 7,000 miles,
which will enable them to com-
plete a round trip on the Atlantic
without refueling overseas.
They will be driven by four pro-
pellers, on which will be thrown
the strength of 110,000 horse-
power. In order that the vessels
may be converted into commerce
destroyers in time of war, gun
emplacements will be built on the
decks and the afterdeck will be
constructed with a view of trans-
forming it into a landing and
launching space for seaplanes.
Construction of a terminal at Port
Pond Bay, Montauk Point, will
represent a large outlay, but the
board's announcement said a
great natural depth harbour was
provided there, and that, in addi-
tion, the location would reduce the
voyage to Plymouth, England, by
118 miles, the distance being 2,888
miles, as compared with 2,996
miles from New York city.
Another advantage in using Port
Pond Bay, the announcement
said, would be the relieving of
congestion in New York harbour.
The plans provide for double-
tracking the present railroad from
Montauk Point to New
York so as to care for the pas-
sengers and freight handled by
the new liners. Other improve-
ments necessary at Montauk
Point will be sea walls to protect
the ships from northwest gales
and a custom house and
immigration station, as well
as wharves and warehouses.
Next to the Leviathan the
largest ship now afloat is the
Imperator, of 51,969 gross tons,
which is now used as an
American transport and which
ultimately will be turned over to
Great Britain. Her speed is
only about twenty-three
knots. The largest British
liner afloat is the new
Britannic of 48,158 gross tons.
Plans for the great American
liners were formulated at a meet-
ing of naval constructors and
private builders, and Chairman
Hurley has recommended to
Secretary Daniels that the con-
struction be supervised by a com-
mittee to be composed of Rear
Admiral David W. Taylor, Chief
of the Bureau of Construction, as
chairman; Homer L. Ferguson,
president of the Newport News
Shipbuilding and Dry Dock Com-
pany; Joseph W. Powell, pre-
sident of the Fore River Ship-
building Company; N. A.
Neeland, president of the New
York Shipbuilding Company; H.
G. Mott, president of the Cramp
Shipbuilding Company; and W.
F. Gibbs of the International
Marine Machine.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Yingchow	10th Sept. at 4 p.m.
SWATOW & SINGAPORE	Chinhua	11th Sept. at 11 a.m.
SWATOW & BANGKOK	Changchow	11th Sept. at 2 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (three weekly) and Tsingtao
weekly, taking Cargo on through Bills of Lading to all Yangtze
and Northern China Ports. Passengers are Landed in Shanghai,
avoiding the inconvenience of transshipment at Woonung.

BANGKOK LINE.—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Sept. 10, 1919.

Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijlroem	Java	in port	10th Sept.	Shanghai
Tijlroem	Java	in port	12th Sept.	Java
Tijlroem	Java	in port	15th Sept.	Japan
Tijlroem	Japan	12th Sept.	15th Sept.	Java
Tijlroem	Japan	28th Sept.	30th Sept.	Java

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Quinnabag	Medina	FRI. 12th Sept. at 1 p.m.
Halong	J. W. Evans	TUES. 16th Sept. at 1 p.m.
Haitan	A. H. Stewart	FRI. 19th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near
Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong, (Subject to Alteration).

For	Steamship	On
STRAITS & Calcutta	Namsang	Fri. 12th Sept. at 3 p.m.
MANILA	Yuenang	Fri. 12th Sept. at 3 p.m.
SHANGHAI	Wesang	Sat. 13th Sept. at d'light.
SHANGHAI via Ningpo Kwongang	Chaksang	Sun. 14th Sept. at d'light.
KOBE	Chaksang	Wed. 17th Sept. at 5 p.m.
MANILA	Loongsang	Fri. 19th Sept. at 3 p.m.

CALCUTTA LINE.—The Line has now been re-organised and affords regular sailings to Calcutta
via Singapore and Penang.Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally
calling at Shanghai.All steamers have excellent passenger accommodation, are fitted with Electric Light and
Fans and carry a fully qualified surgeon.Sailings from Hongkong approximately every five days between Canton and Shanghai, sometimes
calling at Swatow. Steamers on this line have a limited amount of passenger accom-
modation, and through tickets can be obtained for Northern and Southern Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Southern Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-
modation, sailings from both ports every Friday.HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong where
passenger accommodation is excellent.SINGAPORE LINE.—One sailing per month between Hongkong and Singapore by a steamer having 10 to
12 days' passage.Cargo taken on through Bills of Lading for Kanton, Swatow, Amoy, Tientsin and other ports
calling at Shanghai and Canton.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settle-
ment, are required to produce on arrival at destination passports
with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.REGULAR SAILINGS OF MAIL STEAMERS FROM
HONGKONG TO AUSTRALIAN PORTS.

Steamers	For	Date of arrival	Date and Time of departure
"ST. ALBANS"	Melbourne, via Queens- land Ports	7th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Class
Passengers, having been built expressly for Tropical Voyages, and are complete with
every modern convenience for Ocean Travelling.

A fully qualified Surgeon and Stewardess are carried on each vessel.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALTAI MARU" ... Monday, 15th Sept.
"ALASKA MARU" ... Friday, 26th Sept.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"TACOMA MARU" ... Friday, 12th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"BURMA MARU" ... Wednesday, 10th Sept.
"SIAM MARU" ... Wednesday, 24th Sept.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" ... Wednesday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Tuesday, 30th Sept.
"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 11th Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

WODECAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN

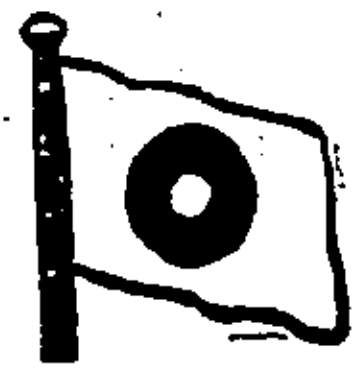
HONGKONG.

BANGKOK

and/or

SINGAPORE.

For Particulars Please Apply to:—
M. KOBAYASHI, Agent.
Top Floor, King's Building.
Tel. No. 140 & 155.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
(Shipping Department).
HEAD OFFICE (Kobe).

Branches and Representatives:—
TOKYO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BEER, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TIENTSIN.

Taking Cargo on through Bills of Lading to Pacific Coasted Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,
M. HASHIMOTO,
General Agents.

Telephone No. 2108.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER
"CITY OF SPOKANE" ... About September 25th.
"OLEN" ... October 14th.
"ICONIUM" ... October 20th.
"SEATTLE SPIRIT" ... October 25th.

For PORTLAND direct.
"COAXET" ... About October 6th.
"WABAN" ... October 11th.
"WEST MUNHAM" ... November 16th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.
FOR FREIGHT AND PARTICULARS APPLY TO—

THE ADMIRAL LINE
5th Floor, Hotel Macao.

SHIPPING.

THE DOLLAR S. S. LINE

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" ... about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.B.

"WEST HEPBURN" ... Middle of Oct.
Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to:—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR " 792.

Lloyd Triestino.

S.S. "GABLONZ"

Will be despatched on or about 17th September for Singapore, Penang, Colombo, Aden, Port Said & Trieste. (possibly calling at Bombay).

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

DODWELL & CO., LTD.
Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Teakel" ... via Panama 20th Sept.
"Euryedon" ... via Panama 11th Oct.
"City of Newcastle" ... via Suez 7th Novr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

JAVA PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,
York Buildings.

Telephone No. 1574.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used A1: A.B.C. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.,

HEAD OFFICE: KOWLOON.
Telephone No. K. 55.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH	BREADTH	DEPTH	WATER OVER DOCK	WATER OVER SLIP
KOWLOON					
No. 1 Dock, Kowloon	100	10	10	10	10
No. 2 Dock, Kowloon	100	10	10	10	10
No. 3 Dock, Kowloon	100	10	10	10	10
No. 4 Dock, Kowloon	100	10	10	10	10
No. 5 Dock, Kowloon	100	10	10	10	10
No. 6 Dock, Kowloon	100	10	10	10	10
No. 7 Dock, Kowloon	100	10	10	10	10
No. 8 Dock, Kowloon	100	10	10	10	10
No. 9 Dock, Kowloon	100	10	10	10	10
No. 10 Dock, Kowloon	100	10	10	10	10
SAIKOKE-VEU					
Construction Dock, Kowloon	100	10	10	10	10
AMERICAN					
No. 1 Dock, American	100	10	10	10	10
No. 2 Dock, American	100	10	10	10	10
No. 3 Dock, American	100	10	10	10	10
No. 4 Dock, American	100	10	10	10	10
No. 5 Dock, American	100	10	10	10	10
No. 6 Dock, American	100	10	10	10	10
No. 7 Dock, American	100	10	10	10	10
No. 8 Dock, American	100	10	10	10	10
No. 9 Dock, American	100	10	10	10	10
No. 10 Dock, American	100	10	10	10	10

Please address enquiries to the Chief Manager.

M. M. OYER, P.S. AMERICA, Kowloon.

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY
(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 26th Sept. to—

Singapore, Penang and Belawan-Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPANLYN,

Telephone No. 1574. Agents.

THE AUSTRALIAN
ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	13th Sept.	18th Sept.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 36.

CONSIGNEES.

PACIFIC MAIL S.S. CO. LTD.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO,

Kobe SHANGHAI

S. S. "WEST KASSON."

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., and stored at consignees' risk. Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on Sept. 11th, at 10 a.m. and September 12th at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after September 13th, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

As Operators, U.S. Shipping Board.

Hongkong, 6th September, 1919.

CONSIGNEES.

NOTICE TO CONSIGNEES.

INDO-CHINA STEAM

NAVIGATION CO., LIMITED.

From KOBE.

THE Steamship.

"NAMSANG"

having arrived from the above Ports Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by—

JARDINE, MATHESON

& CO., LTD.

General Managers.

Hongkong, 8th September, 1919.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENVINNES"

From MIDDLESBO,

LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godowns Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the steamer must be presented to the Under- signed on or before the 23rd inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 10th September, 1919.

CONSIGNEES.

NOTICE TO CONSIGNEES

From KOBE

THE Steamship

"NAMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by.

JARDINE, MATHESON

& CO., LTD.

General Managers.

Hongkong, 8th September, 1919.

MOVEMENTS OF
STEAMERS.

The N. Y. K. s.s. YOKOHAMA M. (European Line) left London for this port via the Suez Canal on the 23rd August, and is expected here on the 1st October.

The Admiral Line s.s. CITY OF SPOKANE will arrive at Hongkong about September 18th, from Seattle via usual Japan ports and Shanghai.

The American and Manchurian Line s.s. CITY OF FLORENCE left New York on 11th July last and may be expected to arrive at Hongkong about the 15th Sept., 1919.

The Admiral Line s.s. OLEN will arrive at Hongkong about September 30th, from Portland via usual Japan ports and Shanghai.

The Admiral L. s.s. COAXET will arrive at Hongkong about October 3rd, from Portland via usual ports.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for this port on the 2nd Sept., and is expected here on the 20th Sept.

The R. M. S. EMPRESS OF JAPAN arrived at Yokohama on 4th Sept. at noon, for Vancouver.

The P. & O. s.s. NAGOYA left Shanghai for this Port on the 7th instant and is due here on the 10th instant.

The T. K. K. s.s. PERSIA M. arrived at Yokohama on the 5th instant, and called on the 7th instant for Honolulu and San Francisco.

The R. M. S. EMPRESS OF ASIA left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 4th Sept., and is due here on or about the 25th September.

The R. M. S. EMPRESS OF RUSSIA arrived at Nagasaki on 8th Sept., 10 a.m. left there 8 p.m. 8th Sept., and is due at Kobe 6 p.m. 9th Sept.

UNCLAIMED TELEGRAMS.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Bouman Automobile, from New York.

NEW ADVERTISEMENTS.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 11th

September 1919,

commencing at 11 a.m.
At E. Godown (Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon)
88 Bars Flat Iron
22 Bundles Round Iron
2 Bars Round Iron
4 Iron Plates
9 Pieces Rails

At L. Godown (Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon)
135 Bars Round Iron
6 Bundles Round Iron
Terms: Cash on delivery
Geo. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 13th Sept.

1919,

commencing at 11 a.m.
at his Sales Rooms, Duddell Street
34 Kegs Wire Nails 1/2
B.W.G. 18

Terms: Cash on delivery.
Geo. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY the 11th,

September, 1919,

commencing at 11 a.m.
at No. 35 Godown of the Hongkong & Kowloon Wharf and Godown Co. Ltd., Kowloon
(for account of the concerned)

200 cases Cassia
19 bales Gunnies
(more or less damaged by sea-water)
"stored in the above godown"

and
518 Rolls Gunny Cloth
2 bales Gunnies

(more or less damaged by sea-water)
"stored in No. 17 godown" also

at 11.15 at No. 31 Godown
5 cases Window Glass

Terms: Cash on delivery.
Geo. P. LAMMERT,
Auctioneer.

WANTED.

WANTED:—Over Central Office Buildings complete flat for family of three. Reply Box 236 c/o "Hongkong Telegraph."

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 13th Sept.

1919,

commencing at 11 a.m.
at his Sales Rooms, Duddell Street
(For account of the concerned)
3 Cases Iron Bedsteads
14 Cases Florentine Glass
(More or less damaged by sea-water)

Also
5 cases Star Chocolate
8 cases Assorted Chocolate
10 cases Dried Figs
3 cases Camellia Soup
3 cases Lime Juice
3 cases Lemon Squash
3 cases Salad Oil
106 tins Groats
Terms: Cash on delivery
Geo. P. LAMMERT,
Auctioneer.

FOR SALE

FOR SALE:—Pianoforte Upright iron grand, good order, British made, \$150. Apply Box 231 c/o "Hongkong Telegraph."

NOTICE

HUMPHREYS ESTATE AND FINANCE CO. LTD.

NOTICE is hereby given that an Extraordinary General Meeting of Humphreys Estate & Finance Company Limited will be held at the Hongkong Hotel on the 24th day of September 1919 at noon for the purpose of considering and if thought fit approving the draft new Articles which will be submitted to the meeting. A copy of such Articles and a copy of the existing Articles may be seen at the Offices of the General Managers in Alexandra Buildings. In such copy the portions of the proposed New Articles which differ from the Old Articles are indicated by underlining in red ink. Should the meeting approve of such Articles with or without modification the subjoined extraordinary resolution will be proposed:

"That the New Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof." Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board
G. RAPP,
Secretary.
Hongkong, 9th September, 1919.

PUBLIC AUCTION

of

A Valuable Collection of Antique China & Curios

THE Undersigned has received instructions from Mr. Lah Ven Kee to sell by Public Auction on

WEDNESDAY & THURSDAY, the 17th & 18th September 1919

commencing each day at 2.30 p.m.

at his Sales Rooms, Duddell Street.

A Valuable Collection of Antique China & Curios

from the Sung to Towkwong Dynasties.

comprising:—

5-coloured, 3-coloured, blue & white vases, plates, bowls, flower pots, incense burners, figures, porcelain plaques, red lacquer vases, famille rose screens, very fine crystal vase & agate ornaments, snuff bottles, jade ornaments, old bronzes etc. etc. etc.

also

A Few Pieces of Soochow Redwood Ware

N. B. The Undersigned will give one week guarantee as to the genuineness of the articles offered.

On view from Tuesday, the 16th inst.

Catalogue will be issued.

Terms: Cash on delivery.

Geo. P. LAMMERT

G. R.

NOTICE.

1. On and after Monday 8th September 1919, the issue of permits to leave the colony will be discontinued.

2. British subjects wishing to leave Hongkong must have in their possession a passport which has been issued within the last two years.

3. Foreign subjects wishing to leave Hongkong must have in their possession a valid passport issued by their respective diplomatic or consular officers.

4. Persons arriving in and leaving Hongkong by the same steamer will have their passports examined on board, both on arrival and departure.

5. Persons embarking from Hongkong will have their passports examined on departure. To prevent delay in sailings shipping companies should satisfy themselves that intending passengers have the necessary passports in their possession.

6. Members of ships crews are allowed to sign on without obtaining a permit from the Captain Superintendent of Police.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

NOTICE.

NATIONAL BONDS OF THE 3rd, 4th and 5th years of THE REPUBLIC OF CHINA.

NOTICE is hereby given that repayment of drawn bonds and payment of interest coupons will henceforth be made in Hongkong Notes, at current rates, for the equivalent of the face value of said bonds and coupons.

For the

BANK OF CHINA.

Tsuyee Pei
Manager.

NOTICE.

MUSIC LESSONS.

Professor Danenburg will resume his Piano lessons this month at No. 1, Albany Road, Hongkong, 6th September, 1919.

NOTICE.

The s. s. "CHANGSHA", sailed from Sydney on 16th August 1919 for Hongkong via ports, having grounded at Cairns, consignees of cargo by her are hereby notified that they will be required to sign an Average Bond and pay a deposit of 5% on c.i.f. and c. value before delivery of their cargo can be granted.

BUTTERFIELD & SWIRE,
Agents, Australian Oriental Line.

NOTICE.

DIOCESAN GIRLS SCHOOL KOWLOON.

This school will re-open Tuesday September, 16th. Boarders return Monday 15th September.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Voeux Road Old Bank Building.

FOR THE YEAR TO COME

Provision is made in all things. This applies to your own business. The best way of providing for the future is by opening a SAVINGS ACCOUNT.

WITH THE

G. R.

NOTICE.

QUEEN'S COLLEGE, HONGKONG.

Winter Term and School Year commence Monday, September 15th.

Candidates for Admission should attend in the College Hall on Saturday, September 13th, at 9 a.m.

Copies of Prospectus may be obtained upon application to

The HEAD MASTER.

WISEMAN LIMITED.

Fresh Arrivals

MACKINTOSH'S.

Toffee de Luxe

50 cents per tin

Oranges and

Grape Fruit

WISEMAN LTD.

Tel. 407.

GERMANY'S NEW STAMPS.

ALLEGORICAL BUT INARTISTIC DESIGNS.

If the designs for new German postage stamps, recently approved by the National Assembly at Weimar, are to be taken as a criterion, the standard of art in Germany has deteriorated. More than 4,000 drawings were submitted, mainly on Cubist and Futurist lines, and 28 were selected as suitable for reproduction. As artistic efforts they are, for the most part, crude in the extreme, so much so that in some cases it is difficult to recognise what they are intended to represent. All are of an allegorical nature, and represent the re-birth of the German nation. As in the case of the French postage stamps of 1870, an attempt has been made to secure designs of non-political and non-controversial nature for the first stamps of the German Republic.

The subjects of the three winning designs, for each of which 2,000 marks was awarded, were: 10 pfennigs, an oak tree sprouting with young shoots (by Hugo Frank, of Stuttgart); 15 pfennigs, a similar subject (by Ernest Bohm, of Charlottenburg); and 25 pfennigs, a bas-relief on the ancient Egyptian style, depicting a young man bearing bricks on a tray and with a trowel beside him (by Georges Mathy, of Berlin). Another approved design shows a Phoenix rising from the ashes. These stamps, which are uniformly inscribed "Deutsch National Versammlung 1919" will shortly replace the "horrid-looking" design of Germania, whose militarist aspect was condemned by the Reichstag as far back as June, 1918.

There is likely to be a separate issue for the new Rhineland State, but what will be done in the case of Bavaria and Wurtemberg, who have throughout retained the right to issue their own postage stamps, is not yet apparent. At present, two separate series are current in Bavaria, under the Red Republic, the first comprising stamps with the portrait of the ex-Kaiser, and the second the German type of the German Empire, with the Imperial Prussian Eagle.

Whether years ever breed indecisiveness I do not know. Two holes from home Vardon looked to be certain of tying for first place. It has been recorded how, approaching the seventeenth with his masher, he pulled the shot and so finished short of the green and behind the bunker guarding it. He tells me that the explanation of that slip is simple, with something of a heartache in it. He changed his mind while he was playing the shot. He had resolved to go for the green. Then, just before hitting the ball, he wondered whether he ought to risk the road beyond. The result was that he did nothing that he wanted to do.

But a sudden change of mind in the process of swinging the club comes a times to every golfer, young or old. The player, upon whom the Daily Mail writes in the Daily Mail thus:—

AGE AND GOLF.

WHY THE 50-YEAR-OLDS ARE OPTIMISTIC.

R. Endersby Howard writes in the Daily Mail thus:—

Up to what age can a golfer maintain his best form? The failure of that long-reigning band of champions, Vardon, Taylor, and Braid, to supply the winner of the Daily Mail tournament at St. Andrews last month has been accepted as evidence that 50 is the limit.

Far from sharing in the mourning about their own supposed decline, the individuals concerned are healthily optimistic regarding the future. They are waiting to be up and at younger players again. I was discussing the matter with Vardon the other day. He thought that anybody who remained more or less constantly in touch with his clubs ought to continue to hold his position in the game until well over 50.

"There are some fine players to whom we have to give a good many years," he said, "but I don't see anybody to fear particularly. I believe that the old men will be at the top again yet. Of course, the limbs and bones become a bit stiff when one is getting on in life, and every now and again I have felt—and seen in other people—something very like a cramped way of swinging. But that is only because we have been doing other kinds of work and cultivating muscles that are no good for golf. When we get the right muscles going again, I think it will be shown that a man can play first class golf till he is nearer 60 than 50."

IMPORTANCE OF EXPERIENCE.

In every walk of life it is a nice question as to whether the experience which comes with years is an adequate set-off to the loss of youthful energy. Vardon is satisfied that it is a very good counterbalance in golf. He points out that long training in the game impels a veteran champion to attempt with confidence the most difficult shot in the perspective if it will gain for him an advantage.

Very often it involves such risk that the slightest miscalculation will be fatal—the ball will be hopelessly bunkered—just as exact calculation will gain a stroke. The less learned golfer does not care very frequently to chance this shot; he prefers to play safely for the par figure for the hole because if he attempts the other thing he is at least as likely as not to fail.

"I think that 8 times in 14 the experienced player will bring off the very difficult shot in which he allows himself only the smallest possible margin of safety so as to secure the perfect effect, and that when he does not quite accomplish it he will generally play it in such a way as to keep clear of serious trouble," said Vardon. "That is where experience is an advantage."

A CASE IN POINT.

There were several illustrations of this successful taking of risks in the champion's last round at St. Andrews, where, after being 10 strokes behind at the end of the first day, he failed by only one stroke to tie for first place.

Approaching the third hole, for instance, he played to make his ball patch less than a yard to the right of the bunker, so as to creep past the corner of the hazard and run up to the pin. If he had been the slightest degree out in his judgment he would have lost, very likely, two strokes. But he made the ball alight in exactly the spot that he had selected for it, and it ran up to within a yard and a half of the hole and he secured a 3.

Whether years ever breed indecisiveness I do not know. Two holes from home Vardon looked to be certain of tying for first place. It has been recorded how, approaching the seventeenth with his masher, he pulled the shot and so finished short of the green and behind the bunker guarding it. He tells me that the explanation of that slip is simple, with something of a heartache in it. He changed his mind while he was playing the shot. He had resolved to go for the green. Then, just before hitting the ball, he wondered whether he ought to risk the road beyond. The result was that he did nothing that he wanted to do.

But a sudden change of mind in the process of swinging the club comes a times to every golfer, young or old. The player, upon whom the Daily Mail writes in the Daily Mail thus:—

NOTICE

MERCURY GARAGE CO.

MOTOR CARS FOR HIRE.

TELEPHONE 977.

PLACID DAYS IN BERLIN.

MUSIC AND SUNSHINE.

The Times correspondent writes from Berlin under date of July 19 as follows:—

Berlin is enjoying for the moment a bill in the storm of political emotions which has raged around it for so long. A stranger arriving to-day would never guess from external appearance that so much history had lately been made here. All is quiet and apparently normal.

In these glorious July days the city is flooded in sunshine from morning till night. The test is a searching one, but Berlin emerges from it not unsuccessfully, considering the enforced neglect of painting and repairs during the war. As for the damage occasioned by the excesses of the revolution, its traces must be sought for to be seen. To-day, indeed, Berlin is at the first glance steeped in the placidity of a provincial town in the piping times of peace. The lime trees in Unter den Linden are in full bloom, and the air is laden with their perfume. The public gardens are properly tended, scarlet geraniums in beds and long borders showing up brilliantly against the neatly mown grass of green lawns stretching away into the distance. The verdure of the Tiergarten and the Zelten is restful to the eye and speaks of anything but war.

MUSIC EVERYWHERE.

One does not think of war when one passes the statues of Moltke and Bismarck in their accustomed places in the Konigsplatz, for they seem to a period as remote as that of Charlemagne, and it is with something of a shock that one, suddenly, comes upon the iron Hindenburg. It stands there, colossal, sombre, a figure doubtless some day to be removed—but, while it remains, a singular landmark of history. The open air cafes and beer-gardens are thronged with visitors, and as one passes in taxicab or droschke one catches the strains of Tannhauser or some other favourite music played by the orchestras engaged by every one of these places of popular resort. Indeed, what strikes one as much as anything about the Berlin of to-day is the immense amount of music to be heard. Every restaurant, cafe and beer-house has its band, and this helps to import to the city that air of unreality which invests it. For unreal this placidity certainly is.

The blockade and its effects are the subject of universal conversation even now, when little by little things are improving. One sees many demobilised soldiers, peddling English and American cigarettes and American chocolate from the occupied regions. There is a strange contrast between the rigid military discipline of former days and the go-as-you-please bearing of the soldiers of to-day. In Berlin the salute is still given to, and returned by officers with a punctilio leaving nothing to be desired by the most captious, but the men are like man relieved of an incubus.

A SOLDIER'S POINT OF VIEW.

I talked with two Guards to-day standing before one of the principal military buildings, and asked them if they thought the Republic would remain. They replied:— "Yes, the Republic has come to stay, but it really does not matter whether it stays or not, provided we can get some one to govern us properly. It is a matter of indifference whether we are governed by a Monarch or a President, if only he be a man with capacity to rule and the interests of the people at heart."

but will they be quiet on Monday?" was the rejoinder.

It is Monday that is to see the protest strike against the peace which, as the Freiheit has widely advertised, is also to take place in England, France, and Italy. This strike has already embarrassed the Majority Socialists not a little, for, having long sought the International during and even after the war without having the good fortune to find it, their leaders do not feel very much inclined to participate in a protest of this nature at the present moment. They represent Socialism in the Government, and, with an eye to self-preservation the Governmental Socialists have made too many concessions to the bourgeois point of view to welcome any more strikes or disruptive proceedings just now. On the other hand, the Independent Socialists, who are animated by no tender feelings for their Majority comrades, have hailed this opportunity to put the Government in a difficulty and at the same time to right themselves with the public for having from the first advocated the signing of peace.

METHODS OF PROTEST.

Hence, when the Freiheit issued a clarion call to demonstrate on Monday, Vorwarts with precipitate haste denounced this proceeding. Its action, however, aroused so much astonishment among the rank and file of Majority Socialists, who do not appreciate all the finesses of the party game, that Vorwarts was obliged immediately to reconsider its attitude and to advocate, not, it is true, a strike, but a whole-hearted participation in the forthcoming protest. The Majority Socialists have resolved to hold their demonstrations, in various indoor localities in the evening, while the Independents have ordered an absolute 24 hours strike and will demonstrate in the open air.

A special decision of the Government has prohibited demonstrations in the municipal area of Berlin, for it has already had disagreeable experiences of such exhibitions of feeling and now knows the value of foresight. It is pretty certain that there will be a partial strike of considerable dimensions on Monday, since the more Radical element preponderates among the workers of Berlin. On its side the Government will take measures to prevent unwelcome consequences. It is therefore expected that many thousands of workers will appear in the streets on Monday, and that their presence will necessitate the holding of a correspondingly large military force in readiness for all eventualities. So once more the air is charged with electricity.

A "SCENE" IN THE NATIONAL ASSEMBLY.

July 20, The bitterness between the Government Socialists and the Independents has increased during the last few hours. Herr Noske's vigorously worded prohibition of the holding of demonstrations within the municipal area of Berlin is represented by the Independents to the workers as a new emanation of his "autocratic insolence."

The Vorwarts once more adjures the workers not to strike, declaring that "the strike is a new crime against the German people." The violent antipathy between the Majority Socialists and the Independents found expression in the National Assembly yesterday when, to a proposal of a vote of thanks to the Army, an Independent asked:— "Ought this debate to end with a hymn of praise to wholesale murder?" Herr Noske replied with such scorn that he had to be called to order by the chairman, while the Independent retorted:— "I am not a murderer."

NOTICES

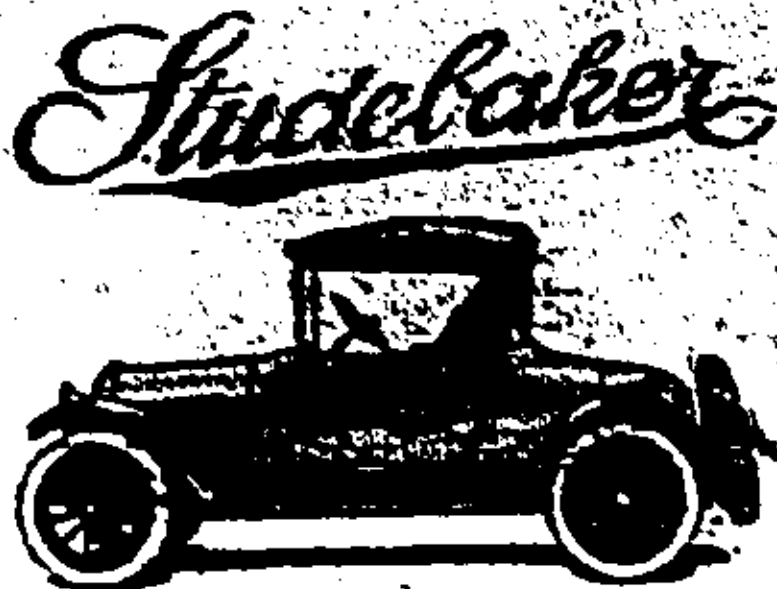
NOTICE

BANKS

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Sole Agents
THE
CONNAUGHT
MOTOR CAR
COMPANY.



Tel. No. 1913.
28, Des Voeux Rd.
Central.
G.P.O. Box 444.

A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car
At a price within the reach of all.

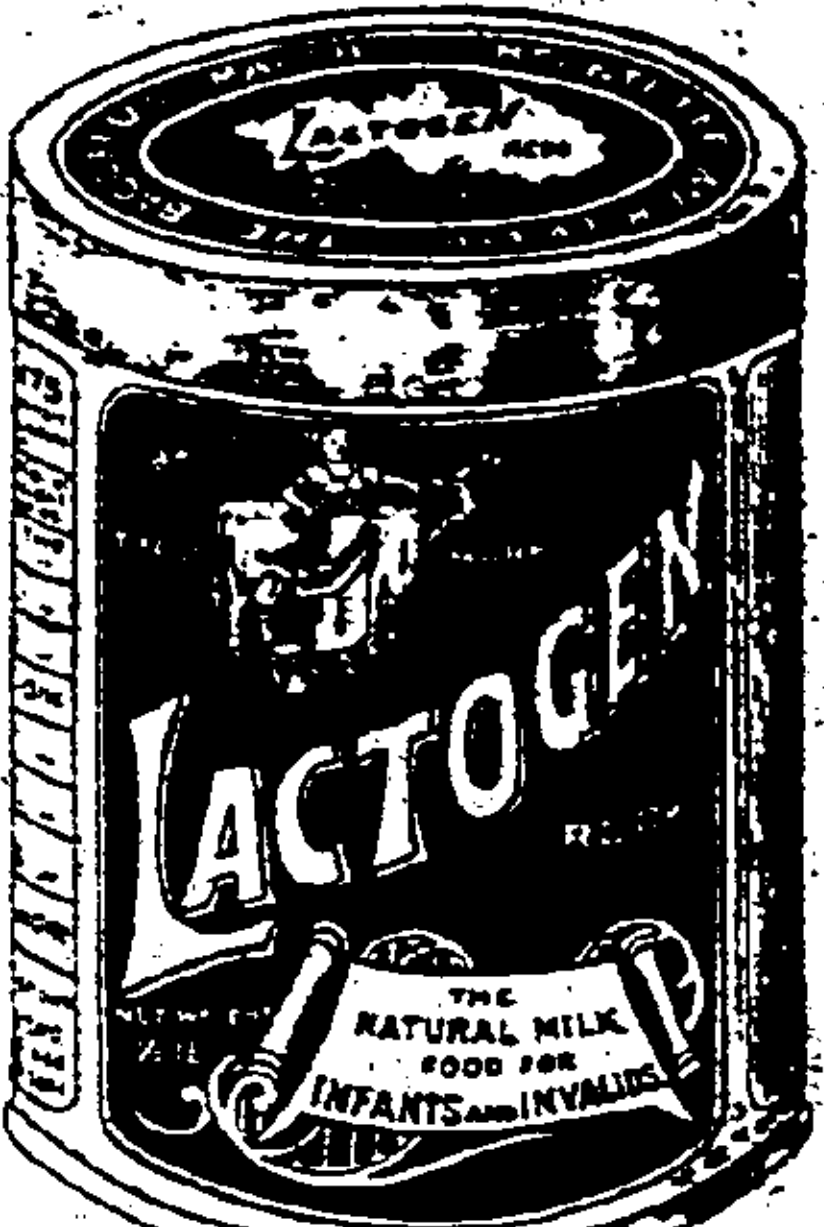
A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially Solicited.

Yorkshire Insurance Co., Limited.

ESTABLISHED 1884.
The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO. AGENTS.

代理泰豐華
A Fine Milk Food for Infants.
Invalids and Nursing Mothers cannot be Obtained.
A large consignment just to hand.
Prices very moderate.

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WE HAVE A LARGE SELECTION OF
TYPEWRITERS ALWAYS IN STOCK AND
SOLICIT YOUR KIND INSPECTION.
WE SPECIALISE IN TYPEWRITER
REPAIRS WHICH ARE EXECUTED BY
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WE ARE IN THE BEST POSITION TO
SUPPLY TYPEWRITER REQUISITES.
SEND US YOUR ORDERS FOR RIBBONS
CARBON PAPER, ETC.

EXCHANGE.

SELLING.

T/T	4/13
Demand	4/11/16
30 d/s	4/13/16
60 d/s	4/13/16
4 m/s	4/11/16
T/T Shanghai	Nom.
T/T Singapore	172
T/T Japan	167
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	83 1/2
& New York	83 1/2
T/T Java	218 1/2
T/T Marks	Nom.
T/T France	680
Demand, Paris	—

BUYING.

4 m/s. L/C	4/13 1/4
4 m/s. D/P	4/12
6 m/s. L/C	4/2 1/4
30 d/s. Sydney and Melbourne	4/2 1/4
30 d/s. San Francisco & New York	84 1/2
4 m/s. Marks	Nom.
4 m/s. France	700
6 m/s. France	706
Demand, Germany	83 1/2
Demand, New York	83 1/2
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	173
Demand, Singapore	172
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	490 Nom.
Gold leaf per Tael	35.40
Bar Silver, per oz	forward

SUBSIDIARY COINS.

DISCOUNT PER \$100.	
H. Kong 50 cts. sub.	\$107 1/2
10	87 1/2
5	43 1/2
C. coins	74 1/2

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Subscribed Capital — Frs. 25,000,000
Paid up — 17,500,000
(Of the Capital 1/3 Frs. 25,000,000, subscribed by the Government of the Chinese Republic.)
Chairman of the Board of Directors: Andre Berthelot
General Manager: A. J. Parante

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CHIEF BANKING
Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
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M. ROUET DE JOUEVEL, Manager.

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A. Chasler Road. Tel. 2440

THE HONGKONG & SOUTH CHINA WAR SAVINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.
THE UNION INSURANCE SOCIETY OF CANTON, LTD.
Honorary Secretaries & Treasurers.
Hongkong, 15th January 1919.

PEAK TRAMWAYS CO. LTD

TIME TABLE	WEEK DAYS.
7.00 a.m. to 8.00 a.m.	Every 15 min.
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